

HIGHWAY 57 TASK FORCE  
P. O. Box 371  
Random Lake, WI 53075

OCT 22 1990

Rose Hass Leider, Co-Chair  
William Goehring, Co-Chair

(414) 994-4448  
(414) 994-4749

October 18, 1990

Representative David Brandemuehl  
Room 324 North, State Capitol  
Madison, WI 53702

RE: Highway 57 Completion Project

Dear Representative Brandemuehl:

Please find enclosed a brochure concerning the proposal to complete Highway 57 as a four lane highway from Saukville to Random Lake, Wisconsin. As a member of the Transportation Projects Commission, we are sure you have already developed some familiarity with this project and we further believe that you may find the enclosure to be helpful to you in preparing for your upcoming vote on the recommendations for major highway projects.

You may also be aware that the Department of Transportation has assigned a relatively low priority to this project. However, we believe that there are several unique aspects of this project which merit further consideration for it. Of all the projects under consideration, it is our understanding that this is the only project for which all highway right-of-way is already owned by the State of Wisconsin. In fact the right-of-way was acquired more than 30 years ago when this improvement was already actively being considered.

The Highway 57 Completion Project is further unique because it connects existing four lane highways on both ends. Thus, completion of this approximately 10 mile segment will have the effect of opening up a four lane highway from I-43 at Saukville north approximately 25 miles to Plymouth, Wisconsin.

Perhaps the most important reason for giving further consideration to this highway is the significant economic development potential which can be engendered by this project. There is already extensive economic development occurring in communities such as Saukville, Fredonia, Random Lake, Plymouth and Calumet County. It is estimated that more than 400 businesses plus a billion dollar economy are currently served by this segment of Highway 57. Many of these businesses have already expanded and project significant additional expansions which will create future transportation needs. The 10 miles of two lane highway situated between other segments of four lane highway serve as a bottleneck to traffic as well as a "bottleneck" to further economic development.

Because of the unique nature of this particular project, we believe that upcoming evaluation by the Transportation Projects Commission and the Legislature will result in completion of Highway 57 in the near future. Because the right-of-way has been lying dormant for more than 30 years and because the project represents the most cost effective project in terms of miles of four lane highway produced per dollar spent, the project certainly is one which is easily justified to the tax paying public.

Thank you for your consideration. We would be happy to respond to any questions or requests that you may have.

Respectfully submitted,

*William Goehring*  
William Goehring

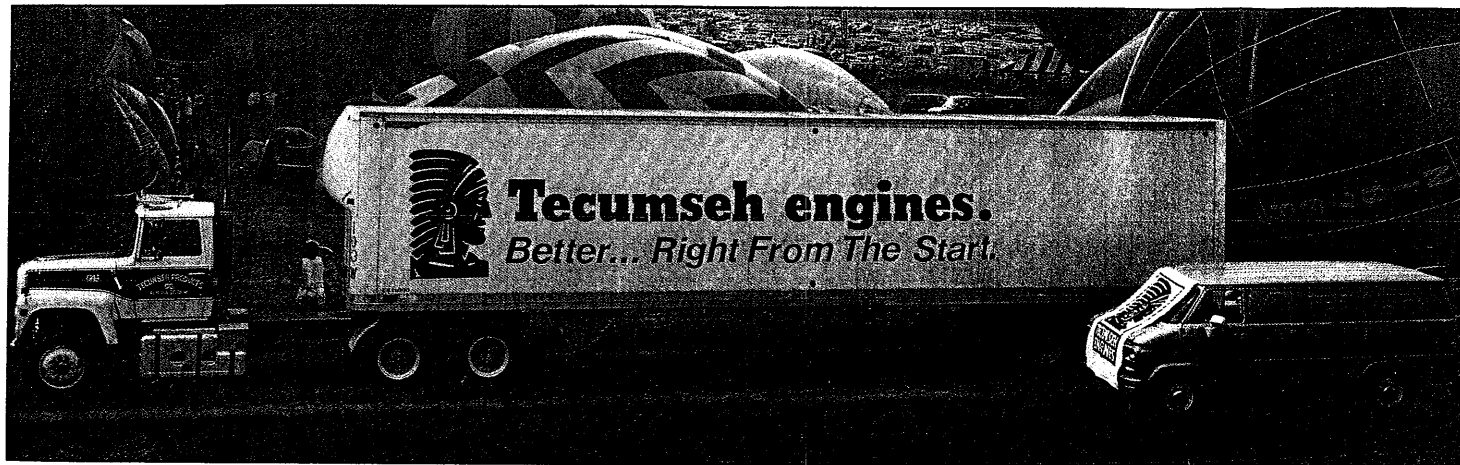
*Rose Haas Leider*  
Rose Haas Leider

WG/RHL/lt

cc: Mr. Raymond Scholler, President, Times Printing  
Mr. Jack Nueswanger, Tecumseh Products Company  
Mr. Eugene Wisniewski, Charter Rolling  
Mr. Ronald Begalke, Sargento Cheese Company  
Attorney Ralph Huiras, Chm., Ozaukee County  
Economic Development Commission  
John Janik, Vice President of Neuens Lumber Co., Inc.  
President of Universal Level Co.  
State Senator Donald Stitt  
State Senator Carol Buettner  
State Representative Susan Vergeront  
State Representative Wilfrid Turba  
State Representative Mary Panzer

# YES





“

**Tecumseh** — Tecumseh has an estimated ninety semi's a week traveling the road between Random Lake and I-43. This includes our own trucks plus customer, vendor and common carrier trucks.

In addition to the semi trucks we have straight trucks, panel trucks, station wagons and private automobiles traveling the same road probably fifty times a week. The semi's and smaller vehicles travel between our plants in Grafton, Sheboygan Falls and New Holstein. As our business grows these trips will increase.

We think it is a matter of safety to have a four lane road available and also good business as it makes our plants in New Holstein and Sheboygan Falls more accessible to vendors and customers coming in from the south. Likewise our plant in Grafton benefits from movements coming in to them from the north.”

*Jack J. Neuswanger*

*Traffic Manager*

*Tecumseh Products*



**Jacoby Chrysler-Plymouth Fredonia** — “

Says Mopar parts and trucks come and go. Also 3 or 4 carrier vehicles turn off of State Highway 57 to

go into Random Lake every week. It's difficult to turn because of “serious traffic”, and because of possible accident potential by rapid behind traffic. More and more Industries are building along Hwy. 57 all the time. The vitality of our community depends on highway 57 and we need the road four laned because of existing hardship of the present road.”

*Tom Jacoby*

*President*

*Jacoby Chevy — GEO Random Lake*

*Jacoby Chrysler-Plymouth Fredonia*

# Four-lane 57 boosts regional economy

Time and patience are running out with the high cholesterol design of State 57 between Plymouth and its merger with I-43 in Ozaukee County.

The 12-mile, two-lane constriction slows the otherwise four-lane arterial loop from the heart of Milwaukee to Plymouth to Sheboygan back to Milwaukee. That loop has key offshoots to Calumet County and Fond du Lac.

Plymouth's booming cheese industry and Toro's national parts center would be obvious beneficiaries along with firms developing on the route such as Times Printing near Random Lake.

The current layout is as lethal

as illogical, particularly in the frequent fog and snow or on Road America race weekends when cars stretch bumper to bumper along the entire 12 miles.

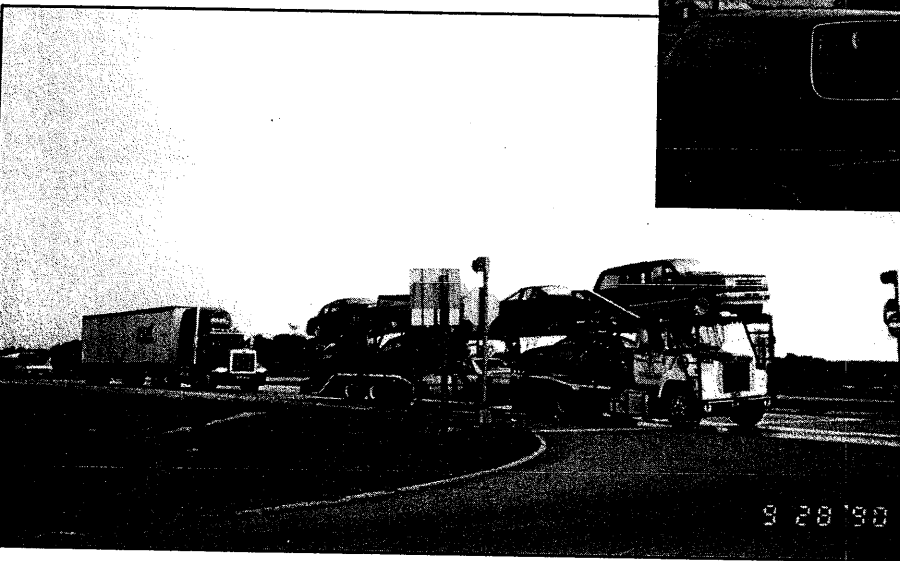
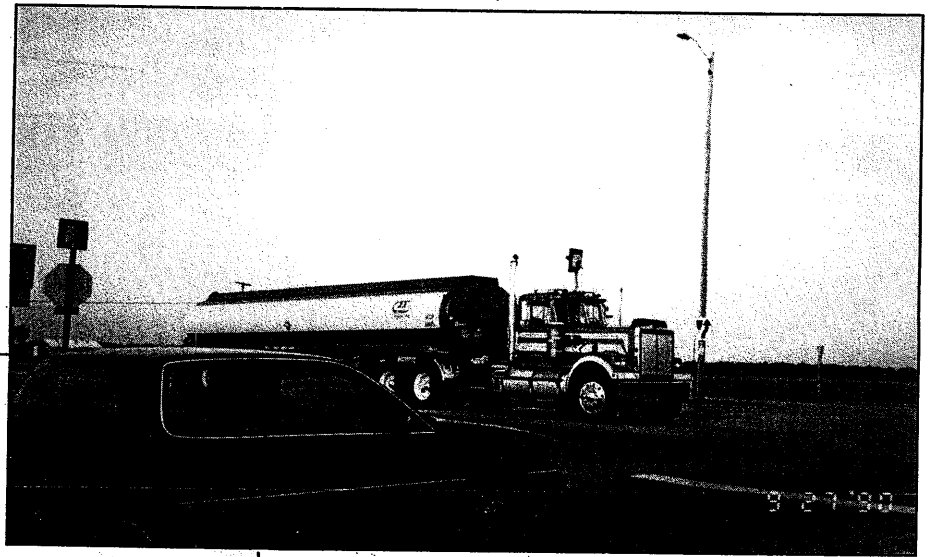
A central Sheboygan County route, remember, was the first choice of state transportation officials in the 1970's. The subsequent I-43 was a choice dictated by politics.

The Projects Commission of

which Gov. Thompson is a member should have the foresight to schedule the widening as part of Thompson's "Corridor 20/20" list of transportation projects.

The right of way was purchased years ago. The expense would be relatively modest. The economic boost is predictable. The constriction is unsafe.

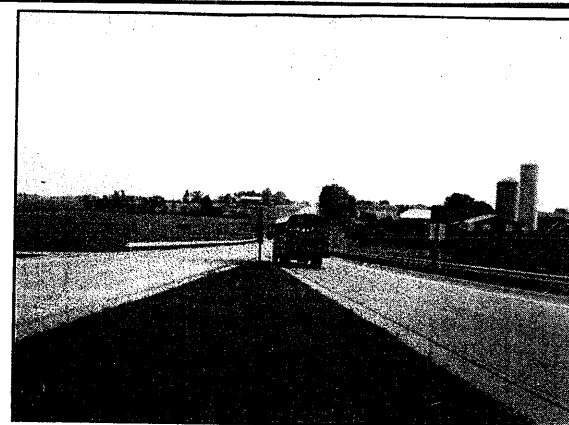
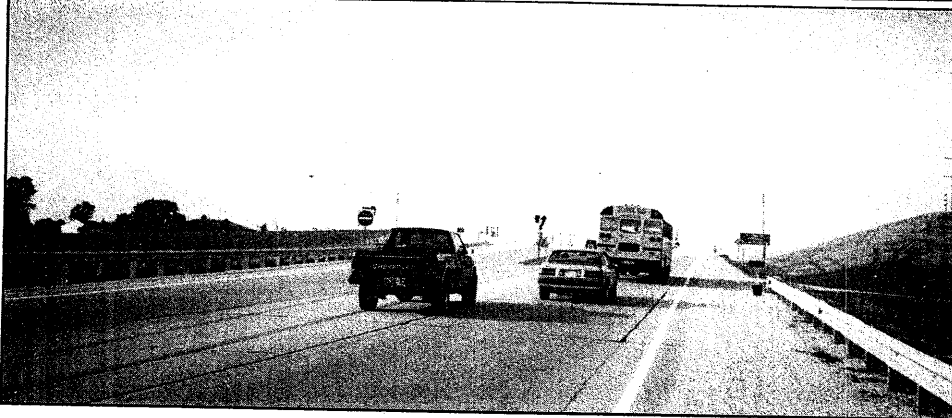
*Editorial/Plymouth Review*



New Holstein. Four laning the bottle necked portion of Hwy. 57, would ensure truck driver safety and enhance economic development. Many of our customers also use this stretch of road and they are very important to us."

*Tom Beringer  
Sales Manager  
Cornell Motors, Plymouth, Wis.*

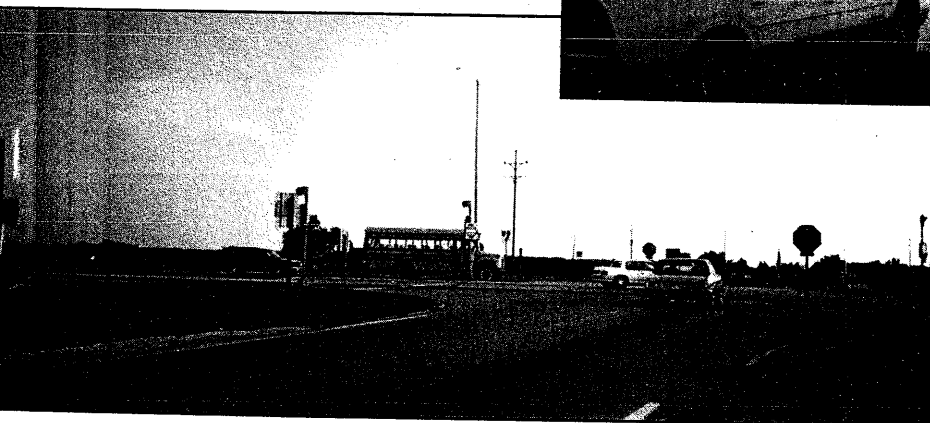
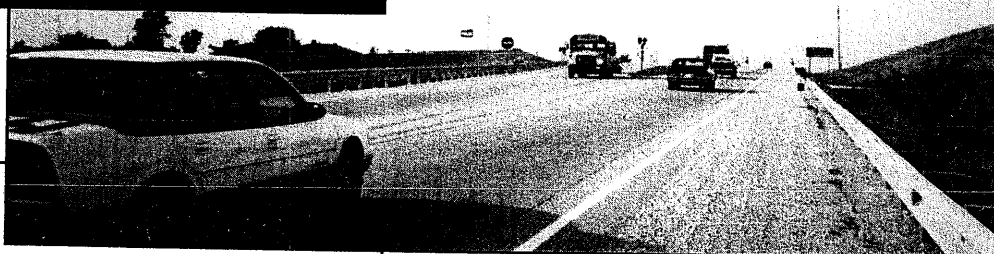
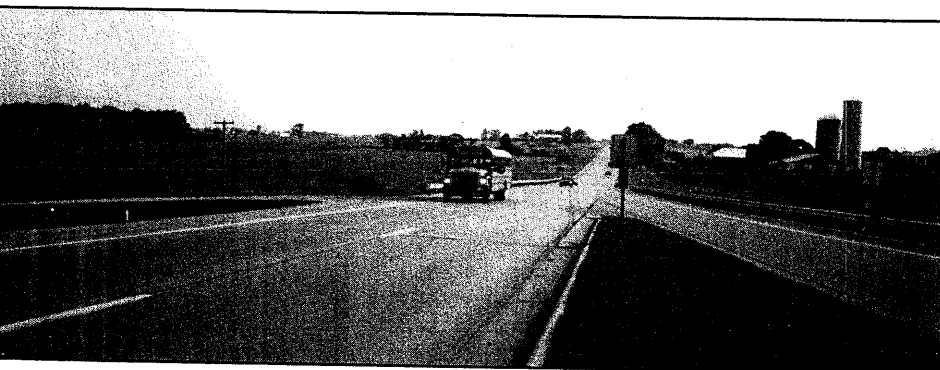
**Cornell Motors, Plymouth Wis. —**  
"Tom Beringer says many Fords are transported over Hwy. 57 to Cornell Motors every week. This route is also used to get to other Ford dealers like Adell Motors — B&B Sheboygan Falls and Loyal Ford of



“

**Degnitz Bus Service** — In the a.m. I head south bound on Hwy. 57, and cover most of the Hwy. to make sure traffic is stopped, so kids can cross in front of Highway 57, north bound traffic. It gets hectic as cars try to get around you. It's scary!”

*Roman Schommer*  
*Bus Driver*  
*Degnitz Bus Service*



“

**Degnitz Bus Service** — Mr. Degnitz who owns the bus company says “the kids cross state highway 57 to board a bus — but if the highway was (four laned) divided then the kids would be picked up on the house side of the road. This would be a protection for our kids.”

*Merlin Degnitz*  
*Owner*  
*Degnitz Bus Service*

“

**Rep. Susan Vergeront (60th District)** — Our Economic Development effort will be greatly enhanced by completing the Hwy. 57 project between Saukville and Random Lake. The quality of an infra structure and our success at maintaining a growing economy are directly linked.”

*Susan Vergeront  
60th District*

“

**Charter Rolling** — Currently we ship 104 thousand tons per year. After the new plant is completed, it will increase from 150 to 250 thousand tons per year. The project of current expansion was projected at \$16 million but might be \$20 million when finished.”

*Eugene Wisniewski  
Vice President  
Charter Rolling*

“

**Rep. Wilfred Turba** — I think the governor was very receptive. I heard him saying that something has to be done.” It’s so different from so many other projects because the right-of-way is there-bought and paid for. Turba said several plans for I-43 called for it to follow the Hwy. 57 route, “the politics of the situation changed when Gov. Gaylord Nelson came up with a new route along Lake Michigan. By making 57 a 4-lane Hwy. would concur with early Dept. of Transportation’s recommendation that Hwy. 57 be the route for an interstate.”

*Wilfred Turba  
Representative*

“

**Ozaukee County Economic Development Corp., Inc.** — It’s an absolute necessity to move business and commerce and industry through and into Ozaukee County and points south.”

*Ralph J. Huiras  
President  
Ozaukee County Economic Development Corp., Inc.*

“

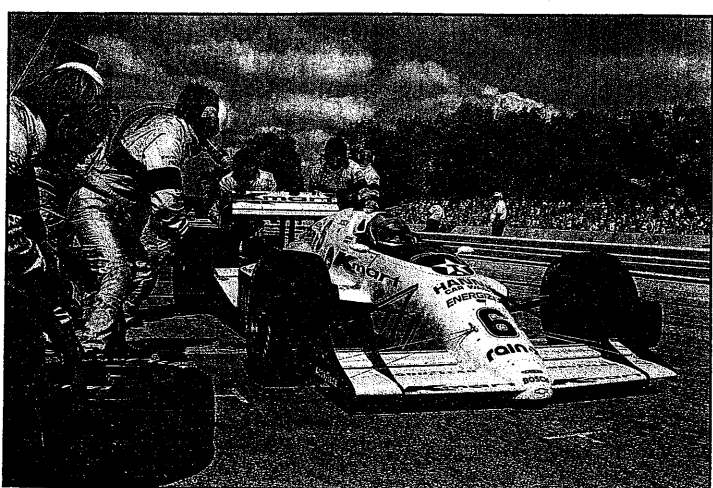
Times Printing Co. is one of the largest printing plants in North America. It is the largest employer in the area with over 250 full time employees. Most of the business is from out of the state. Many customers move back and forth to Mitchell Field in Milwaukee. Many millions of pounds of paper products travel the area. 57 is the main artery . . . the life blood of Times. We must improve this valuable source of supplies.”

*Ray Scholler  
President  
Times Printing, Random Lake*

**Neuens Lumber Co., Inc., Random Lake & Fredonia and Universal Level Co.** — “Our business has added two trucks in the last two years. There is lots of business in Brown Deer and Mequon as well as in the Sheboygan and Plymouth areas.”

*John Janik  
President & Vice President  
Neuens Lumber Co., Inc.  
Universal Level Co.*





Road America accounts for over \$28 million in Sheboygan County tourism income and the improvement to this highway is vital to our continued growth.”

*James E. Haynes  
President*

**Transportation Projects Commission Wisconsin Department of Transportation** “— Road America fully supports the efforts to widen Highway 57 at Random Lake.

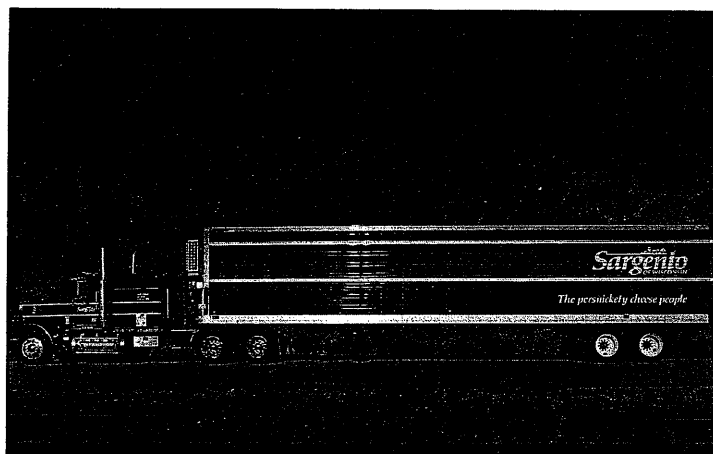
There presently exists a bottle neck in this area that is a definite hazard to our race day traffic to say nothing to that of the local residents during that period. In addition, many of our potential spectators complain of this reduction in traffic flow and have written us and refused to return.

I know there are many proposed highway projects this year but

“

**Sargento Cheese Company, Inc.** — Is a family owned firm engaged in packaging and marketing of many types and varieties of cheese, servicing both the retail and food service industries. Sargento is the number two selling brand of natural cheese in the United States, primarily specializing in shredded, fancy shredded and snack cheese items. Two of our facilities are located in Plymouth and Elkhart Lake and employ approximately 600 people. Many of our employees use Highway 57 on a regular basis traveling to and from work. During our past fiscal year ending June 30, 1990, Sargento shipped 101,000,000 pounds of product via our own vehicles, commercial haulers or customer pick ups. Nearly all of these pounds were moved outward on Highway 57 and with present growth, we anticipate these pounds to double in six years, therefore doubling Highway 57 traffic.”

*Ron Begalke  
Executive Vice President Operations  
Sargento Cheese Company, Inc.*



“

**Bend Industries, West Bend, WI** — As a supplier of a heavy commodity, we are particularly sensitive to the cost of transportation because it represents a high proportion of our delivered price. A good highway system is essential to our ability to market our products.”

*Fred Yahr  
President  
Bend Industries,  
West Bend, WI*



# Task force works to expand Hwy. 57

For two years, the Highway 57 Task Force has been working on expanding Highway 57 to four lanes from Random Lake to I-43 at Saukville. This expansion would mean more economic growth for a number of small communities along the highway, including Saukville, Fredonia, and Random Lake.

To get a highway expanded, it first must be recommended by the Department of Transportation. It is then voted on by the Transportation Projects Commission, which consists of many state officials, including Governor Tommy Thompson. The highways are arranged in order of importance with number one being the most important; Highway 57 is about number eleven. The rat-

ing will not be known for certain until this December, when the department officially submits its list. By next January, the Transportation Projects Commission will approve funds for the projects.

The stretch of Highway 57 that the Task Force wants to be expanded has no sharp curves, steep hills, or major cities, which is why it is not placed higher on the Department of Transportation's list. However, the state already owns the land on either side of the highway, no houses would have to be moved, and it would be a major factor for economic growth in this area.

Many people including Random Lake attorney Ed Ritger, Sheboygan County Supervisor

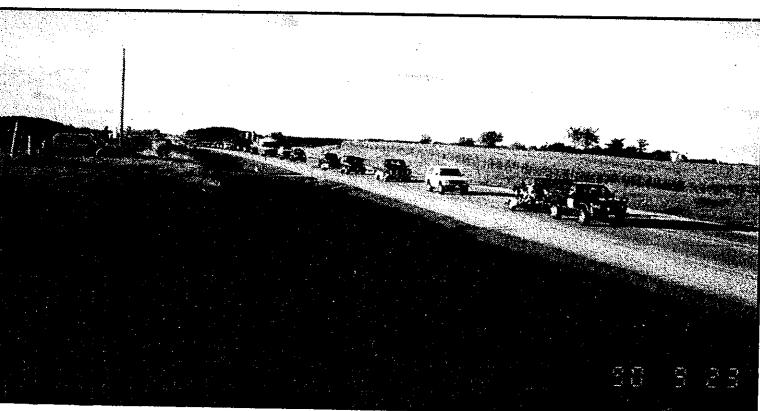
Bill Goehring, Ozaukee County Supervisor Rose Leider, and, president of Times Printing Company, Ray Scholler have worked hard to make this dream a reality. Leider pointed out that Governor Thompson has been very supportive because he has always stood for economic growth.

"It might take some time, but it [the Highway 57 project] will become a reality . . . It's a corridor to economic development," said Leider.

"I'm satisfied that the Highway 57 work that's been done by citizens in this area is a true example that hard work by ordinary people can really make a difference," said Ritger.

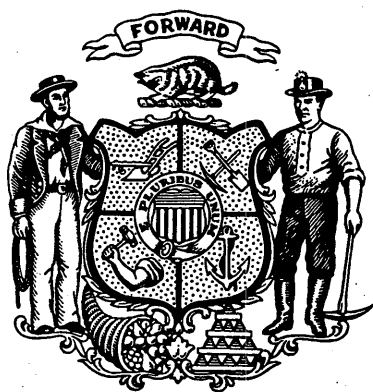
— Reprinted from *WARCRY*  
*Ozaukee High School*

**These pictures are a few of the vast array of vehicles from throughout the U.S. — that use State Highway 57 — Photo's taken at Hwy. 84 and 57 crossing — Fredonia.**



- 57 Should Be Scheduled NOW!  
At very best construction will not begin for six years.
- 57 Is a bottleneck for a very important loop in Sheboygan County.
- 57 Is a TRUCK highway. It is a working highway. The vehicle count is misleading insofar that the road is the lifeline for a BILLION DOLLAR economy!!!!
- 57 Serves 400 businesses from Saukville to New Holstein . . . directly . . and feeds hundreds more.
- 57 Serves farmers in production, and manufacturing in processing and distribution . . . a function extremely difficult on a two lane road.
- 57 Is a problem for the residents along the way now. It will be an emergency type situation six years from now.
- 57 Covers an area that is enjoying its greatest growth in history.
- 57 Covers an area that is suffering its worst growing pains in history.
- 57 Right of Way land has been lying idle for over 30 years. Put it back to work so that it can become an asset to the State of Wisconsin rather than a liability.
- 57 Area has been proved to have an excellent potential for industrial development.
- 57 Serves Saukville, one of the largest industrial parks in the State; Fredonia, which enjoys industrial expansion; Random Lake, which has just finished filling its new industrial park; Adell, which will become part of a large research and development production of a large chemical company; Plymouth, which has had spectacular success in their promotion of industry; Road America, which is experiencing growth with expansion of their facilities; all the way up to New Holstein and Calumet County which is enjoying stable growth.
- 57 Needs to be scheduled now . . . in fact it should be built now!!!!

END



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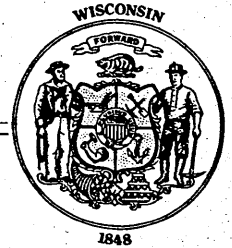
# Thomas D. Ourada

State Representative • 35th Assembly District

**Member:**

Committee on Family Law and Corrections  
Committee on Health  
Committee on Natural Resources  
American Indian Study Committee  
Low-Level Radioactive Waste Council

transprojitas



NOV 2 1990

Governor Tommy G. Thompson, Chairman  
Transportation Projects Commission  
115 East, State Capitol  
Madison, WI 53702

October 30, 1990

Dear Governor Thompson:

With the Transportation Projects Commission scheduled to meet some time in late November, I would like to take this opportunity to convey my strong support for the completion of the Tomahawk USH 51 Bypass. In August this project was at the top of the Department of Transportation's list of recommendations to the TPC and it is my sincerest hope that it will be included in your 1991-93 executive budget request.

As you know, Northern Wisconsin, and the Tomahawk area in particular, has been the beneficiary of the Department of Tourism's very effective tourism promotion efforts. Revenues are steadily rising and the industry is continuing to expand and grow. But as the numbers of vacationers coming to our area increases, so do traffic volumes on USH 51.

Commonly known as the "Gateway to the North", traffic on the Tomahawk bypass is increasing at an even greater pace than previously expected. In a 1985 DOT traffic forecast, it was estimated that by 1995 6900 vehicles per day would travel the Tomahawk bypass. A more recent forecast done this year increases the 1995 estimate to 7800 vehicles per day. There is every reason to believe that current trends will continue and that actual 1995 traffic volumes could be even higher than recent predictions. For safety reasons it is a general DOT rule that when traffic volumes reach the 7000-7200 range, its time to expand to four lanes.

Another concern I have is with the coming expansion of the Merrill-to-CTH S stretch of USH 51, which is due for completion by 1996. This will provide northern travelers with 4-lane, 65mph roads from Portage all the way to Merrill. Since USH 51 at Tomahawk will still only be 2 lanes, traffic coming from the south will have to slow down to 55mph and merge into 2 lanes (DOT readings already show an average speed of 62 mph on the current 2-lane 55 mph bypass). Keep in mind the DOT is predicting a 39% increase in traffic through this area over the next 4 years (from the current daily volume of 5600 vehicles per day to



Governor Thompson

Page 2

10/31/90

7800 by 1995). The bottleneck created as a result of an uncompleted Tomahawk bypass raises serious safety concerns that must be taken into consideration.

This will be the third time this project has come before the Commission, I think the facts clearly show this must be the last. Further delay will not only impede access to the tourism industry in Northern Wisconsin, but will turn the Tomahawk stretch of USH 51 into a dangerously overcrowded stretch of road. With these kinds of conditions it won't be long before the economic revival of the North comes to a halt simply because of our inability to keep pace with the demand.

Thank you for your consideration and should you have any questions please contact my office.

Sincerely,

Tom Ourada

cc: Transportation Projects  
Commission Members

**I DRIVE HIGHWAY 51**

**(North of Merrill)**

**PLEASE PRAY FOR ME**

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# Opinion

Tomahawk  
Leader  
10/30/90

## Bypass Project Not Assured; Let's Tell State Our Concerns

Tomahawk needs an expansion of its Highway 51 Bypass to four lanes. Vehicle counts show it. The addition of two lanes is a possibility, but, the community learned last week, it is only a possibility. It is far from the assurance indicated in August with announcement of the project.

There's concern in the community, and it's such that the Chamber of Commerce has called a meeting with State Rep. Thomas Ourada for 8 a.m. Friday in the basement meeting room of Tomahawk Community Bank. Be there.

Ourada explained last week that there is no guarantee the project will make the final cut in the 1991-93 budget. It was a preliminary recommendation from the Department of Transportation and is just that—preliminary—Ourada stressed. In no way, he said, is the bypass project guaranteed. In fact, it is in serious trouble.

**I DRIVE HIGHWAY 51**

**(North of Merrill)**

**PLEASE PRAY FOR ME**

Highway construction, it seems, often is political. Legislators who perhaps did not have their pet highway projects listed in the DOT recommendation are now questioning the Tomahawk project.

What are the facts? DOT traffic counts show that the current average daily traffic volume on this stretch of Highway 51 is about 5,600 vehicles per day. The DOT estimates that the total would increase to 7,800 per day by 1995, a 39% bulge over the next four years.

It's bad now. Remember Labor Day? Weekend southbound traffic was at a crawl Sunday afternoon, all the way to Merrill and the start of four-lane Highway 51. The situation has already prompted signs with a theme: "I Drive Highway 51 (North of Merrill). Pray for Me." Plans have been announced for expansion of the highway between Tomahawk and Merrill to a four-lane expressway. Without the bypass improvement, four lanes of traffic would funnel into two lanes at County Trunk S, just south of Tomahawk.

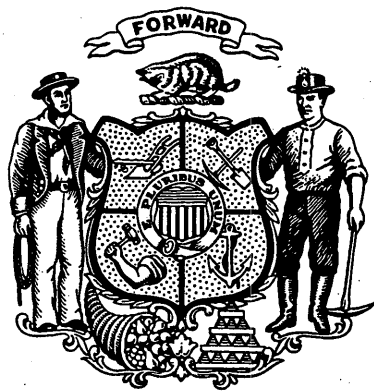
Even with budget approval now, the addition of two lanes to the bypass would not be scheduled to start until 1997.

The project needs the full approval of the 13-member Transportation Projects Commission, which reviews major highway proposals and recommends which ones should be constructed. Ourada and the Chamber of Commerce are asking business and industry leaders and the public to voice concern to Gov. Thompson and the Transportation Projects Commission.

The address: Gov. Tommy G. Thompson, Chairman, Transportation Projects Commission, 115 East State Capitol, Madison, Wis. 53702. To be more effective, write each member of the commission. Their addresses are available at the C of C and Tomahawk Leader offices.

Yes, write, suggest and/or plead. Attend Friday's meeting. Or, indeed, a few months down the road, "Please Pray for Me" might be something to take seriously.

*END*



*END*



LINCOLN COUNTY HIGHWAY DEPARTMENT  
100 COOPER STREET  
MERRILL, WI 54452  
TELEPHONE NO. (715) 536-0352  
FAX NO. (715) 536-2901

NOV 2 1990

October 31, 1990

Governor Tommy Thompson  
Room 115 East, State Capitol  
Madison, WI 53702

Dear Governor Thompson,

The Lincoln County Highway Committee is very concerned regarding recent developments on the USH "51 Tomahawk By-Pass Project. As you are well aware, this project was approved and enumerated in 1983 and classified under stage construction with Phase I (2 lanes) being completed and open to traffic in 1983. Since that time, Phase II (expansion to 4 lanes) has been proposed and postponed twice in prior years. This year the project is recommended as the number one priority of the 18 projects considered by the Wisconsin Department of Transportation.

A number of factions have severely criticized the project rating and validity of the project. We feel this criticism unjust because the project was enumerated by the Transportation Projects Commission in 1983. The additional two lanes under Phase II are to be constructed on right-of-way previously purchased in 1983. This suggests that the intent was to develop the additional two lanes in the second stage when traffic developed to a point where the existing highway could not handle the traffic flow. Once enumerated a project would not be subject to going through the selection process a second time. This project was enumerated in 1983; all that remains is to implement the funding mechanism.

The USH "51" By-pass of Tomahawk presently has an ADT of 5600 vehicles per day. WisDOT projects that by 1995 that will increase to more than 7800 vehicles per day or a 39% increase in just 4 years. This is projected to increase an additional 21% to 9400 vehicles per day by 2004. The design capacity criteria used by WisDOT indicates a highway should be upgraded from a 2 lane to 4 lane highway at 7000 vehicles per day. The Tomahawk By-pass is projected to surpass that threshold prior to 1995.

Recently a lot of emphasis has been put on promoting tourism in Wisconsin, and Tomahawk and USH "51" are regarded as the "Gateway to Northern Wisconsin". This route is the lifeline to industries and businesses that need a safe, convenient access for delivery of raw materials and finished products to and from the market place.

Northern Wisconsin helps make the tourism industry the second leading industry in Wisconsin with its availability to hunting, fishing, boating, camping, cross country and downhill skiing, ice fishing, golfing, and much more. In order to keep the tourists coming week after week, year after year, we must provide safe and smooth access to these facilities.

The construction of a four lane highway from Merrill to CTH "S" in 1993 - 1997 means that Tomahawk By-pass will be the only remaining section of 2 lane highway on USH "51" between I-90/94 and USH "8". Completion of this 9.4 mile segment of highway to 4 lanes will help develop northern Wisconsin to it fullest potential. We request your vigorous support of this project and that it be included in the 1991 - 1993 biennial budget.

Sincerely,

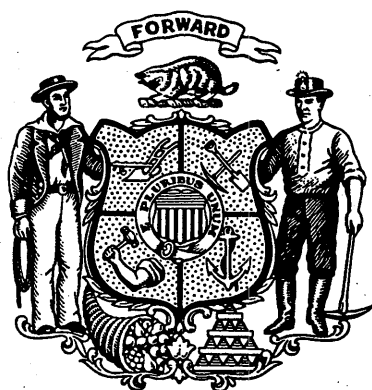
LINCOLN COUNTY HIGHWAY DEPARTMENT

A handwritten signature in black ink, reading "Michael L. Hemp". The signature is fluid and cursive, with the first name "Michael" and last name "Hemp" clearly legible.

Michael L. Hemp P.E.  
Commissioner

cc: Transportation Project Commission  
Representative Tom Ourada  
Lincoln Co. Bd. of Supervisors

END



END

# ***Lincoln County Board of Supervisors***

COURTHOUSE

MERRILL, WISCONSIN 54452

October 31, 1990

NOV 9 1990

Rep. David Brandemuehl  
Room 324 North, State Capitol  
Madison, WI 53702

Dear Rep. Brandemuehl,

I am writing to express my concern regarding the Highway 51 Tomahawk bypass project.

U.S. Highway 51 is widely regarded as the "gateway" to northern Wisconsin. Traffic volumes on Highway 51 have been increasing at an alarming rate. As traffic continues to increase, congestion on the existing two lane Tomahawk bypass will create safety problems.

Since tourism is Wisconsin's second leading industry, it only makes sense that we provide safe, efficient access to our area. We must anticipate and accommodate traffic increases to our part of the state or concerned vacationers may take their business elsewhere.

The current average daily traffic volume on this stretch of U.S. Highway 51 is about 5600 vehicles per day. Department of Transportation estimates in 1990, indicate traffic volumes will increase to 7800 vehicles per day in 1995. It should also be pointed out that traffic coming into this area has just left a four lane 65 mph highway and must slow down to 55 mph and bottleneck into two lanes. In my opinion, this situation causes the Tomahawk section of U.S. Highway 51 to become a dangerously overcrowded stretch of road. It is my understanding that when traffic volumes reach 7000-7200 vehicles per day, it is time to expand to four lanes.

As a member of the Transportation Projects Commission, I would urge you to give top priority for completion of the Highway 51 Tomahawk Bypass project for funding in the 1991-93 biennial budget.

Sincerely,



Frank Magnus, Chairman  
Lincoln County Board of Supervisors

# NORTHLAND STAINLESS INC.

CUSTOM STAINLESS STEEL FABRICATORS

P.O. BOX 100  
1119A BRIDGE ST.  
TOMAHAWK, WISCONSIN 54487  
715-453-5326  
(FAX) 715-453-5357

NOV 5 1990

November 2, 1990

Representative David Brandemuehl  
Room 324 North, State Capitol  
Madison, WI 53702

Dear Representative Brandemuehl:

I am writing to you because I believe the planned expansion of Highway 51 from Merrill to Tomahawk to a four-lane road is critical for our business and others in our area. I understand that the Tomahawk bypass portion of this project does not currently have a DOT rating and the funding is not guaranteed. You may be interested in why full and prompt funding is so important for our business.

Northland Stainless Inc. is a manufacturer of pressure vessels, reactors, heat exchangers and other process equipment for the pharmaceutical, chemical, paper, food, beverage and defense industries. Our sales last year were \$6.5 million, we employ 65 people and have a payroll of \$1.5 million per year. The majority of our products are shipped to customers outside of Wisconsin. We purchased in excess of \$2.5 million in raw materials last year, principally from distribution centers in Milwaukee, Wausau, Green Bay, Appleton and Chicago. Additionally, we depend on machining, accounting, equipment repair and other services from firms in Wausau and Stevens Point.

The availability of a good four-lane highway system between Merrill and Tomahawk is essential to our business. It costs us about \$25,000 per year more for freight on incoming raw materials. Equally important is our ability to receive materials on a timely basis. Currently, our suppliers will schedule only one or two shipments a week to our plant because of our distance from the major distribution points. This puts us at a competitive disadvantage because we are not able to meet product delivery requirements and lose some sales as a result.

The key to our continued growth depends heavily on our ability to move materials in and product out economically and on a timely basis. I urge you to support the expansion of the Tomahawk bypass as a high priority project.

Sincerely,



Ara A. Cherchian  
President

11-02-90

RESOLUTION

NOV 16 1990

100-90

TITLE: ADDITION OF THE SECOND SET OF HIGHWAY LANES TO THE  
TOMAHAWK BY-PASS OF USH "51"

WHEREAS, USH "51" is the main link for motoring public to connect northern Wisconsin to the rest of Wisconsin, and

WHEREAS, USH "51" by-pass of Tomahawk from CTH "S" to USH "8" was approved and enumerated by the Transportation Projects Commission in 1983, and

WHEREAS, Phase I of the Tomahawk by-pass consisted of 2 lanes of highway construction that was built and open to traffic in 1982-83, and

WHEREAS, Phase II of the Tomahawk by-pass consists of expanding the 2 lane highway to 4 lanes on previously acquired right-of-way, and

WHEREAS, The Wisconsin Department of Transportation has recommended the USH "51" Tomahawk by-pass additional lanes as top priority for completion and funding in the 1991-93 state budget, and

WHEREAS, The 1990 average daily traffic volume on this stretch of highway is 5600 vehicles per day, with 1995

projections of 7800 vehicles per day and the 2005  
projections approaching 9500 vehicles per day, and

WHEREAS, Normal design criteria of 7000 vehicles per  
day is used by WisDOT to expand from a two lane to a four  
lane highway, and

WHEREAS, If approved, construction of the additional 2  
lanes of highway would not be scheduled to begin until 1997,  
more than 2 years after the existing highway has exceeded  
it's design capacity, and

WHEREAS, Northern Wisconsin does not have a 4 lane  
highway to link it to the rest of the state, and

WHEREAS, USH "51" and the Tomahawk area are widely  
considered the "Gateway to Northern Wisconsin", and

WHEREAS, Tourism is Wisconsin's second leading industry  
and Northern Wisconsin has an abundance of facilities for  
hiking, camping, skiing, boating, swimming, fishing,  
hunting, sight seeing, etc., that need safe efficient public  
access to these resources, and

WHEREAS, The rail system throughout the country has  
decreased putting more emphasis on our highways as the major

route to deliver and receive raw materials and finished products, and

WHEREAS, Industry has developed "minimum inventory-overnight delivery" that requires businesses to ship immediately via truck over safe, efficient highways to get the commodities to their destination on time at a competitive price, and

WHEREAS, It is essential to the economic development of Northern Wisconsin that we have a continuation of the 4 lane highway system on USH "51" to USH "8" the east\west transportation link of Northern Wisconsin.

NOW, THEREFORE BE IT RESOLVED, that the Oneida County Board of Supervisors concurs with and vigorously support the inclusion of this project in the 1991 - 1993 state budget with the earliest possible construction of the second two lanes of USH "51" on the Tomahawk by-pass.

NOW, THEREFORE BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to Governor Tommy Thompson, Representative Jim Holperin, and each member of the Transportation Projects Commission.

Dated this 2nd day of November, 1990.

Submitted By

*Richard Phelan*

Richard Phelan  
Chairman Highway Committee

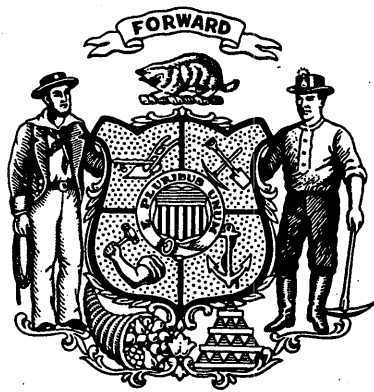
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*file* *copy*

Al Lerenz  
District 5 Director  
Department of Transportation  
P. O. Box 337  
La Crosse, WI 54601

NOV 5 1990

Dear Sir:

Tourism, as you know, is a major Wisconsin industry and here in Richland Center there is finally an awakening to this fact.

Our livelihood in Eden Valley, of course, depends on camping and associated tourism attractions, so you can understand our interest in anything promoting that business.

Last year the Department of Transportation installed a Historical Marker sign on U.S. Highway 14 which identifies the Richland Center site as the birthplace of General Telephone Company. G.T.E. erected an informational plaque, a sidewalk, and two resting benches complimented with a beautiful flower bed. If you have seen it, you can appreciate the arrangement. The one big problem, however, there is no adjacent PLACE TO PARK.

A "No parking at any time" sign at the curb prohibits stopping to observe. This doesn't seem to make a lot of sense, especially considering the ice cream drive-in just east is allowed 15 minute parking directly in front and the next immediate block allows unlimited parking.

Unless there is clear and easy access to such an attraction, hurried travelers just don't stop, much less turn off to a side street or walk back. It's happened to me many times and I'm sure it has to you. After all, isn't the purpose of historical markers to encourage us to learn and appreciate significant past events in local history? Why not put a 5 or 10 minute parking sign at the plaque site?

To allow parking at that location should not create any traffic hazards, in my opinion, based on several years experience as safety director for a large company affiliated with the National Safety Council.

Any consideration and attention you may be able to direct toward this matter would be sincerely appreciated.

Yours truly,

*Les Willard*  
Les Willard  
Eden Valley

NOV 12 1990

Nov.8, 1990

Gov. Tommy Thompson  
Madison, Wi.

Dear Tommy,

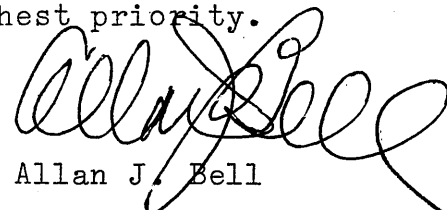
I live on Highway 107 between Tomahawk and Merrill. For the last few years, I have noticed a terrific increase in the traffic by my home on Sundays and Mondays. Most of the vehicles were motor homes, camper trailers or automobiles pulling trailered boats.

I couldn't figure out why anyone would be crazy enough to take scenic Highway 107 with all of its curves and hills and at least five miles more driving distance, just to avoid a little traffic on Highway 51. Then, one would have to go all the way across Merrill to get back on Highway 51. How could they possibly justify using Highway 107?

I found out on Labor Day weekend. I had to go to Rhinelander and used Highway 51 from a Tomahawk exit to its intersection with Highway 8. The traffic on Highway 51 wasn't moving.....AT ALL!...STOPPED... DEAD.... Solid line of stopped cars for between five and ten miles. I was amazed! Then, the line would crawl along for a few hundred feet and stop again. It was unbelievable. Here in Northern Wisconsin. It's not that bad in L.A.

Yes, we DO NEED four lanes from Merrill to at least Minocqua. Please give it your highest priority.

Thank You.

  
Allan J. Bell

Ex-Pilot  
Ex-Druggist

Ex-Carpenter  
Ex-Lumberman

Ex-Lover  
Ex-Pendable

**ALLAN J. BELL, F.R.W.**

Free Lance Writer  
Bluebird Sighter  
Star Peeker  
Rock Seeker  
Syrup Maker  
Picture Taker

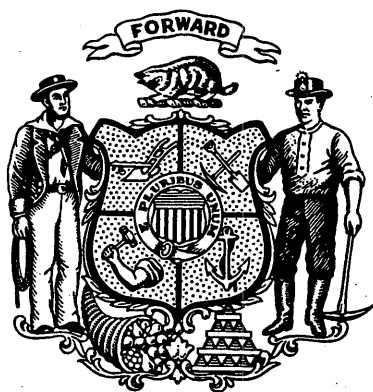
Nature Feller  
Flower Smeller  
Plane Crazy  
Kinda Lazy  
Procrastinator  
Prevaricator

715-453-2739

N8429 Hwy. 107

Tomahawk, WI 54487

*END*



*END*

HIGHWAY 57 TASK FORCE  
P. O. Box 371  
Random Lake, WI 53075

NOV 26 1990

Rose Hass Leider, Co-Chair  
William Goehring, Co-Chair

(414) 994-4448  
(414) 994-4749

November 12, 1990

Representative David Brandemuehl  
Room 324 North, State Capitol  
Madison, WI 53702

RE: Highway 57 Completion Project

Dear Representative Brandemuehl:

We corresponded with you several weeks ago concerning the proposal to complete Highway 57 as a four lane highway from Saukville to Random Lake, Wisconsin. Enclosed please find a copy of a portion of recent minutes for the Technical Advisory Committee on Highway Planning for Ozaukee County of the Southeastern Regional Planning Commission concerning this project.

Also enclosed please find a campaign button supporting Highway 57 which was donated by one of our members. You will no doubt appreciate that the size of this button has grown considerably from an earlier version which was used last summer. This growth in physical size corresponds with what we perceive to be a similar growth in public support for this important project. In addition, when one considers the big picture of economic development in Wisconsin, one is inevitably led to an appreciation for the completion of this highway project which has been in the planning stage for so many years.

Thank you for your consideration.

Respectfully submitted,

*Rose Hass Leider*  
Rose Hass Leider

*William Goehring*  
William Goehring

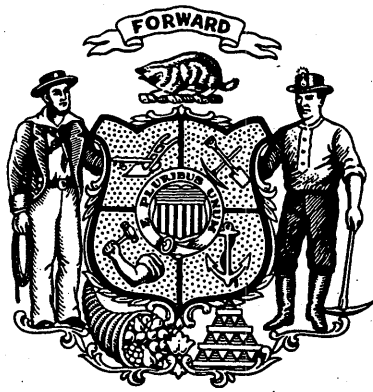
RHL/WG/sk

cc: Mr. Raymond Scholler, President, Times Printing  
Mr. Jack Nueswanger, Tecumseh Products Company  
Mr. Eugene Wisniewski, Charter Rolling  
Mr. Ronald Begalke, Sargento Cheese Company

Representative David Brandemuehl  
November 12, 1990  
Page 2

Attorney Ralph Huiras, President, Ozaukee County Economic  
Development Corporation  
Mr. John Janik, Vice President of Neuens Lumber Co., Inc.  
President of Universal Level Co.  
State Senator Elect Calvin J. Potter  
State Senator Donald Stitt  
State Senator Carol Buettner  
State Representative Susan Vergeront  
State Representative Wilfrid Turba  
State Representative Mary Panzer

END



END



# THE VILLAGE OF RANDOM LAKE

Sheboygan County

Random Lake, -:- Wisconsin

53075

November 14, 1990

Representative David Brandemuehl  
Room 324 North, State Capitol  
Madison, Wisconsin 53702

Dear Representative Brandemuehl:

The members of the Village Board of Random Lake, Wisconsin, have gone on record as supporting the completion of State Hwy. 57 as a 4-lane highway from Random Lake south to Saukville. They urge you to support this project for the following reasons:

1. The right-of-way was purchased more than 30 years ago so the State would not have to expend monies for land purchase at this time for this project.
2. There is a tremendous amount of economic development going on along on the Highway 57 route from Saukville north to Calumet County.
3. Three counties, Ozaukee, Sheboygan, and Calumet, all support completion of Highway 57.
4. The Highway 57 project is a very cost beneficial project considering the miles of 4-lane highway produced per dollar spent.

Your support for completing Highway 57 as a 4-lane highway would be greatly appreciated. We hope to hear that the Transportation Projects Commission has recommended this project for funding in 1991.

Sincerely,

*Judi Schluechtermann*  
Judi Schluechtermann,  
Village Clerk/Treasurer

*File of letter  
major projects  
commission*

*NOV 19 1990*

# Northern Ozaukee School District

401 HIGHLAND DR. FREDONIA, WISCONSIN 53021

FRANK R. PARSONS, Superintendent - (414) 692-2489

NOV 16 1990

## OZAUKEE HIGH SCHOOL

GERALD MALUEG, Principal — 692-2453

## OZAUKEE MIDDLE SCHOOL

THOMAS R. MAURER, Principal — 692-2463

DONALD R. SOBESKI, School Psychologist — 692-2464

## ELEMENTARY

MARYANNA Z. MEIKRANTZ, Principal

MAPLE LAWN ELEMENTARY SCHOOL — 692-2401

GRAND VIEW ELEMENTARY SCHOOL — 692-2534

November 14, 1990

Representative David Brandemuehl  
Room 331 North, State Capitol  
P. O. Box 8952  
Madison, WI 53708

Dear Representative Brandemuehl,

The Northern Ozaukee School District Board of Education has formally approved support for the Highway 57 expansion project.

The School Board is particularly concerned about the hazardous nature of the present two lane major highway. Students who live on Highway 57 encounter the greater Milwaukee area commuter traffic in a rush hour mentality, which coincides with student AM bus pickup and PM drop off times. The resultant lack of driver patience, at these times, creates serious student safety concerns which could more easily be addressed if Highway 57 was a four lane highway.

We ask that you give the Highway 57 Project serious consideration.

Sincerely,

For the Board of Education



Frank R. Parsons  
Superintendent

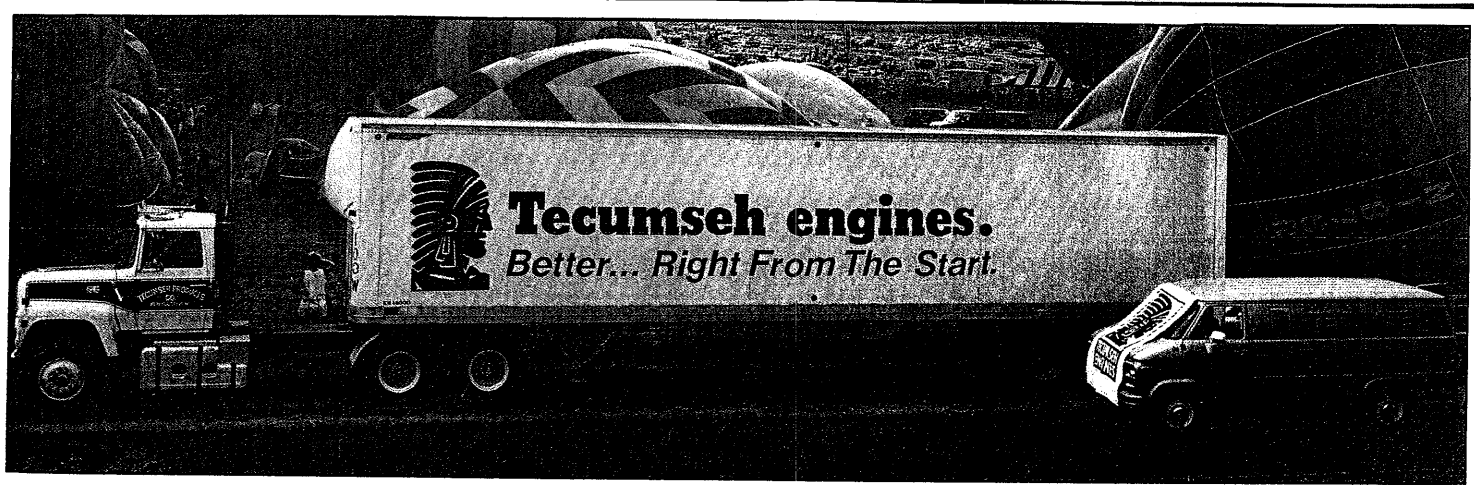
FRP/mls

enc.

cc: Board of Education Members

# YES





“

**Tecumseh** — Tecumseh has an estimated ninety semi's a week traveling the road between Random Lake and I-43. This includes our own trucks plus customer, vendor and common carrier trucks.

In addition to the semi trucks we have straight trucks, panel trucks, station wagons and private automobiles traveling the same road probably fifty times a week. The semi's and smaller vehicles travel between our plants in Grafton, Sheboygan Falls and New Holstein. As our business grows these trips will increase.

We think it is a matter of safety to have a four lane road available and also good business as it makes our plants in New Holstein and Sheboygan Falls more accessible to vendors and customers coming in from the south. Likewise our plant in Grafton benefits from movements coming in to them from the north.”

*Jack J. Neuswanger*

*Traffic Manager*

*Tecumseh Products*



**Jacoby Chrysler-Plymouth Fredonia** — “Says Mopar parts and trucks come and go. Also 3 or 4 carrier vehicles turn off of State Highway 57 to

go into Random Lake every week. It's difficult to turn because of “serious traffic”, and because of possible accident potential by rapid behind traffic. More and more Industries are building along Hwy. 57 all the time. The vitality of our community depends on highway 57 and we need the road four laned because of existing hardship of the present road.”

*Tom Jacoby*

*President*

*Jacoby Chevy — GEO Random Lake*

*Jacoby Chrysler-Plymouth Fredonia*

# Four-lane 57 boosts regional economy

Time and patience are running out with the high cholesterol design of State 57 between Plymouth and its merger with I-43 in Ozaukee County.

The 12-mile, two-lane constriction slows the otherwise four-lane arterial loop from the heart of Milwaukee to Plymouth to Sheboygan back to Milwaukee. That loop has key offshoots to Calumet County and Fond du Lac.

Plymouth's booming cheese industry and Toro's national parts center would be obvious beneficiaries along with firms developing on the route such as Times Printing near Random Lake.

The current layout is as lethal

as illogical, particularly in the frequent fog and snow or on Road America race weekends when cars stretch bumper to bumper along the entire 12 miles.

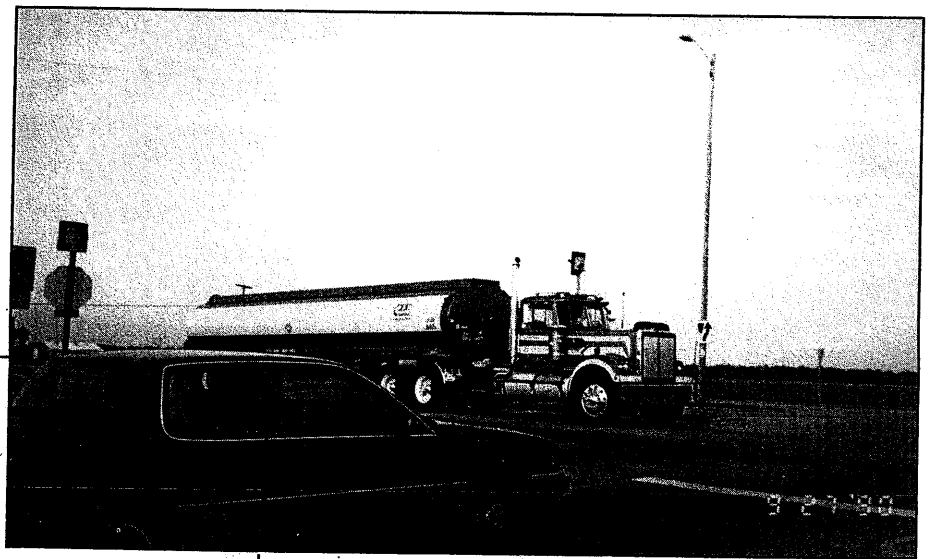
A central Sheboygan County route, remember, was the first choice of state transportation officials in the 1970's. The subsequent I-43 was a choice dictated by politics.

The Projects Commission of

which Gov. Thompson is a member should have the foresight to schedule the widening as part of Thompson's "Corridor 20/20" list of transportation projects.

The right of way was purchased years ago. The expense would be relatively modest. The economic boost is predictable. The constriction is unsafe.

*Editorial/Plymouth Review*



## **Cornell Motors, Plymouth Wis. —**

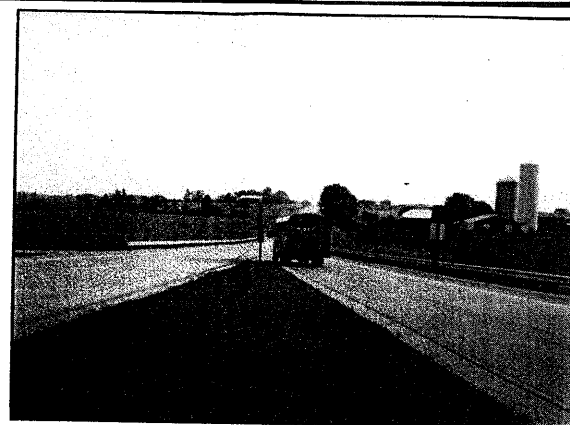
“Tom Beringer says many Fords are transported over Hwy. 57 to Cornell Motors every week. This route is also used to get to other Ford dealers like Adell Motors — B&B Sheboygan Falls and Loyal Ford of

New Holstein. Four laning the bottle necked portion of Hwy. 57, would ensure truck driver safety and enhance economic development. Many of our customers also use this stretch of road and they are very important to us.”

*Tom Beringer*

*Sales Manager*

*Cornell Motors, Plymouth, Wis.*



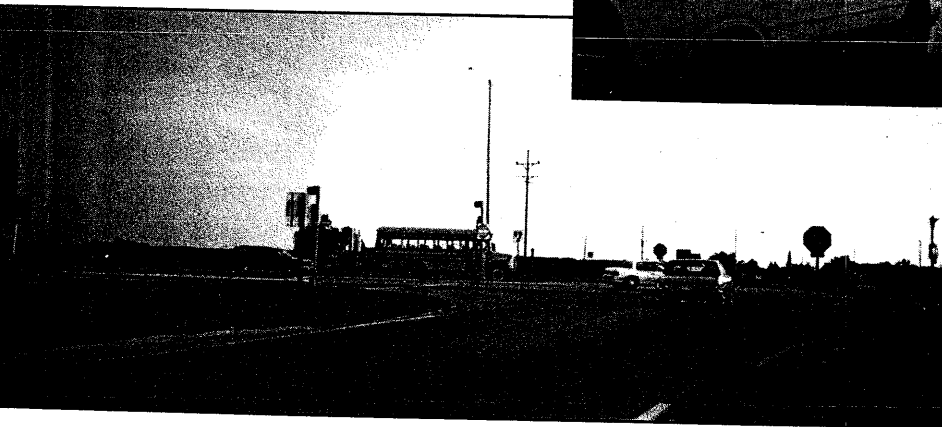
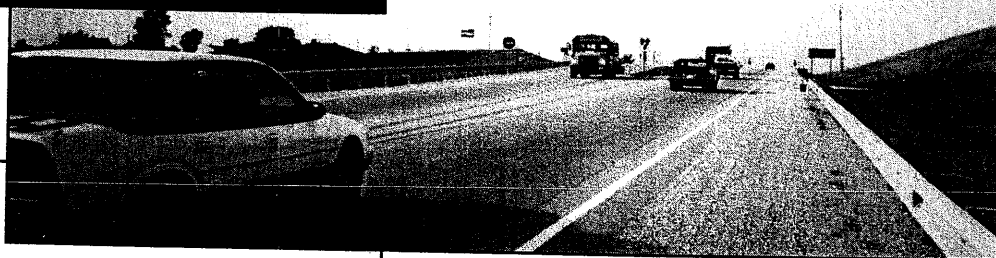
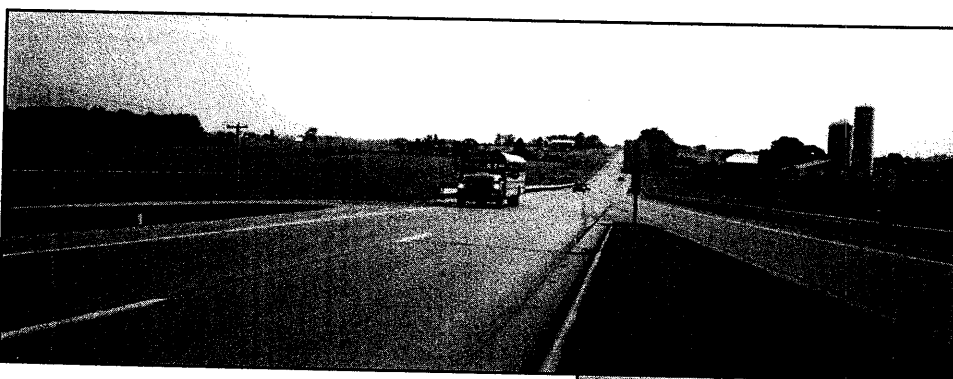
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**Degnitz Bus Service** — In the a.m. I head south bound on Hwy. 57, and cover most of the Hwy. to make sure traffic is stopped, so kids can cross in front of Highway 57, north bound traffic. It gets hectic as cars try to get around you. It's scary!”

*Roman Schommer*

*Bus Driver*

*Degnitz Bus Service*



“

**Degnitz Bus Service** — Mr. Degnitz who owns the bus company says “the kids cross state highway 57 to board a bus — but if the highway was (four laned) divided then the kids would be picked up on the house side of the road. This would be a protection for our kids.”

*Merlin Degnitz*

*Owner*

*Degnitz Bus Service*

“

**Rep. Susan Vergeront (60th District)** — Our Economic Development effort will be greatly enhanced by completing the Hwy. 57 project between Saukville and Random Lake. The quality of an infra structure and our success at maintaining a growing economy are directly linked.”

*Susan Vergeront  
60th District*

“

**Charter Rolling** — Currently we ship 104 thousand tons per year. After the new plant is completed, it will increase from 150 to 250 thousand tons per year. The project of current expansion was projected at \$16 million but might be \$20 million when finished.”

*Eugene Wisniewski  
Vice President  
Charter Rolling*

“

**Rep. Wilfred Turba** — I think the governor was very receptive. I heard him saying that something has to be done.” It’s so different from so many other projects because the right-of-way is there-bought and paid for. Turba said several plans for I-43 called for it to follow the Hwy. 57 route, “the politics of the situation changed when Gov. Gaylord Nelson came up with a new route along Lake Michigan. By making 57 a 4-lane Hwy. would concur with early Dept. of Transportation’s recommendation that Hwy. 57 be the route for an interstate.”

*Wilfred Turba  
Representative*

“

**Ozaukee County Economic Development Corp., Inc.** — It’s an absolute necessity to move business and commerce and industry through and into Ozaukee County and points south.”

*Ralph J. Huiras  
President  
Ozaukee County Economic Development Corp., Inc.*

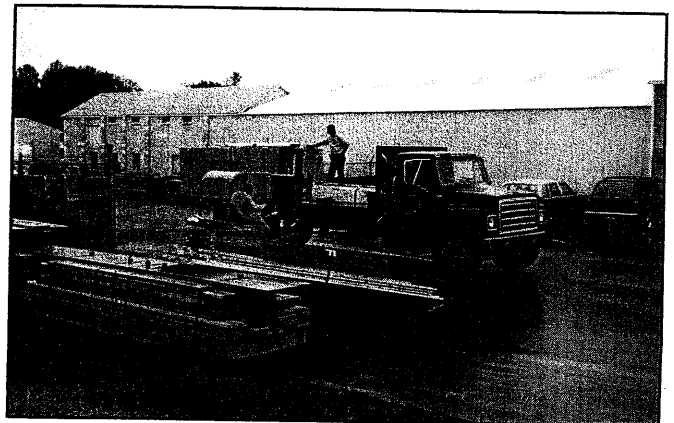
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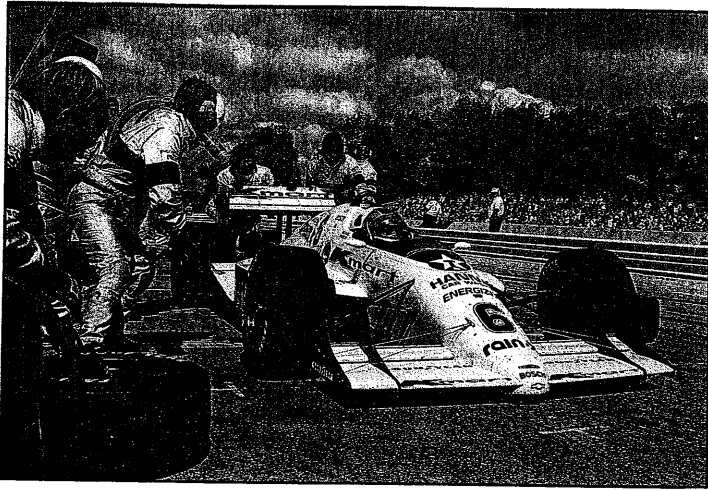
Times Printing Co. is one of the largest printing plants in North America. It is the largest employer in the area with over 250 full time employees. Most of the business is from out of the state. Many customers move back and forth to Mitchell Field in Milwaukee. Many millions of pounds of paper products travel the area. 57 is the main artery . . . the life blood of Times. We must improve this valuable source of supplies.”

*Ray Scholler  
President  
Times Printing, Random Lake*

**Neuens Lumber Co., Inc., Random Lake & Fredonia and Universal Level Co.** — “Our business has added two trucks in the last two years. There is lots of business in Brown Deer and Mequon as well as in the Sheboygan and Plymouth areas.”

*John Janik  
President & Vice President  
Neuens Lumber Co., Inc.  
Universal Level Co.*





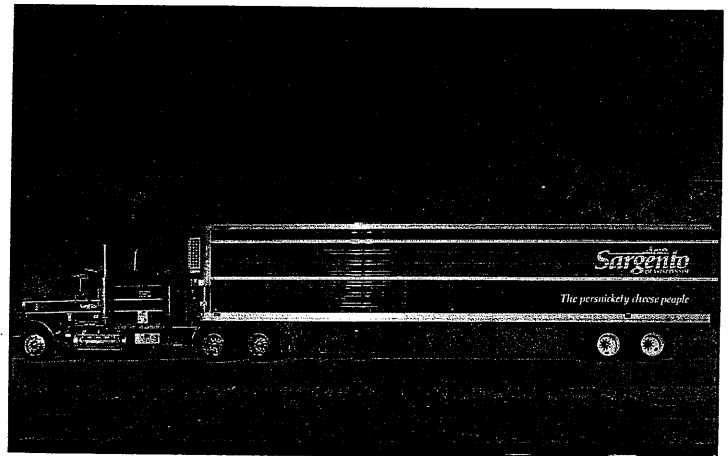
Road America accounts for over \$28 million in Sheboygan County tourism income and the improvement to this highway is vital to our continued growth.”

*James E. Haynes  
President*

“

**Sargento Cheese Company, Inc.** — Is a family owned firm engaged in packaging and marketing of many types and varieties of cheese, servicing both the retail and food service industries. Sargento is the number two selling brand of natural cheese in the United States, primarily specializing in shredded, fancy shredded and snack cheese items. Two of our facilities are located in Plymouth and Elkhart Lake and employ approximately 600 people. Many of our employees use Highway 57 on a regular basis traveling to and from work. During our past fiscal year ending June 30, 1990, Sargento shipped 101,000,000 pounds of product via our own vehicles, commercial haulers or customer pick ups. Nearly all of these pounds were moved outward on Highway 57 and with present growth, we anticipate these pounds to double in six years, therefore doubling Highway 57 traffic.”

*Ron Begalke  
Executive Vice President Operations  
Sargento Cheese Company, Inc.*



“

**Bend Industries, West Bend, WI** — As a supplier of a heavy commodity, we are particularly sensitive to the cost of transportation because it represents a high proportion of our delivered price. A good highway system is essential to our ability to market our products.”

*Fred Yahr  
President  
Bend Industries,  
West Bend, WI*



# Task force works to expand Hwy. 57

For two years, the Highway 57 Task Force has been working on expanding Highway 57 to four lanes from Random Lake to I-43 at Saukville. This expansion would mean more economic growth for a number of small communities along the highway, including Saukville, Fredonia, and Random Lake.

To get a highway expanded, it first must be recommended by the Department of Transportation. It is then voted on by the Transportation Projects Commission, which consists of many state officials, including Governor Tommy Thompson. The highways are arranged in order of importance with number one being the most important; Highway 57 is about number eleven. The rat-

ing will not be known for certain until this December, when the department officially submits its list. By next January, the Transportation Projects Commission will approve funds for the projects.

The stretch of Highway 57 that the Task Force wants to be expanded has no sharp curves, steep hills, or major cities, which is why it is not placed higher on the Department of Transportation's list. However, the state already owns the land on either side of the highway, no houses would have to be moved, and it would be a major factor for economic growth in this area.

Many people including Random Lake attorney Ed Ritger, Sheboygan County Supervisor

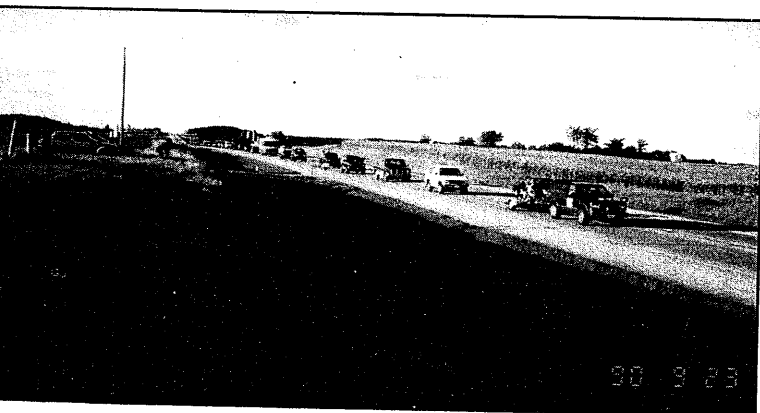
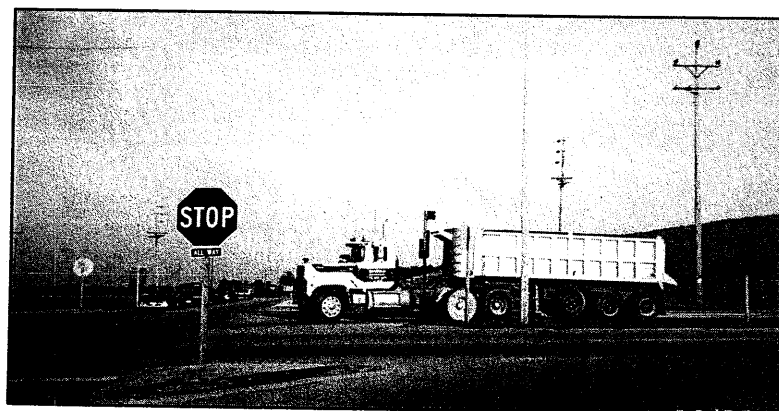
Bill Goehring, Ozaukee County Supervisor Rose Leider, and, president of Times Printing Company, Ray Scholler have worked hard to make this dream a reality. Leider pointed out that Governor Thompson has been very supportive because he has always stood for economic growth.

"It might take some time, but it [the Highway 57 project] will become a reality . . . It's a corridor to economic development," said Leider.

"I'm satisfied that the Highway 57 work that's been done by citizens in this area is a true example that hard work by ordinary people can really make a difference," said Ritger.

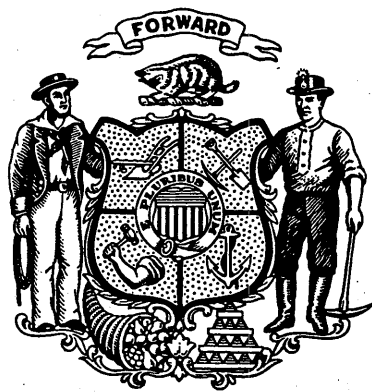
— Reprinted from *WARCRY*  
*Ozaukee High School*

**These pictures are a few of the vast array of vehicles from throughout the U.S. — that use State Highway 57 — Photo's taken at Hwy. 84 and 57 crossing — Fredonia.**



- 57 Should Be Scheduled NOW!  
At very best construction will not begin for six years.
- 57 Is a bottleneck for a very important loop in Sheboygan County.
- 57 Is a TRUCK highway. It is a working highway. The vehicle count is misleading insofar that the road is the lifeline for a BILLION DOLLAR economy!!!!
- 57 Serves 400 businesses from Saukville to New Holstein . . . directly . . and feeds hundreds more.
- 57 Serves farmers in production, and manufacturing in processing and distribution . . . a function extremely difficult on a two lane road.
- 57 Is a problem for the residents along the way now. It will be an emergency type situation six years from now.
- 57 Covers an area that is enjoying its greatest growth in history.
- 57 Covers an area that is suffering its worst growing pains in history.
- 57 Right of Way land has been lying idle for over 30 years. Put it back to work so that it can become an asset to the State of Wisconsin rather than a liability.
- 57 Area has been proved to have an excellent potential for industrial development.
- 57 Serves Saukville, one of the largest industrial parks in the State; Fredonia, which enjoys industrial expansion; Random Lake, which has just finished filling its new industrial park; Adell, which will become part of a large research and development production of a large chemical company; Plymouth, which has had spectacular success in their promotion of industry; Road America, which is experiencing growth with expansion of their facilities; all the way up to New Holstein and Calumet County which is enjoying stable growth.
- 57 Needs to be scheduled now . . . in fact it should be built now!!!!

*END*



*END*

KWB/KRY/REB/jms  
ac.3c/c.100  
11/15/90

Minutes

THIRD MEETING OF THE TECHNICAL  
AND INTERGOVERNMENTAL COORDINATING AND ADVISORY  
COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR OZAUKEE COUNTY

Date: November 11, 1990  
Time: 9:30 a.m.  
Place: Ozaukee County Courthouse  
121 W. Main Street, Room 160  
Port Washington, Wisconsin

Committee Members Present

Sylvester N. Weyker, Chairman.....	Highway Commissioner, Ozaukee County
Kurt W. Bauer, Secretary.....	Executive Director, SEWRPC
Leland J. Allen.....	Chairman, Town of Port Washington
Randy J. Bukas (representing Jeffrey P. Knight).....	Administrator, Village of Saukville
Anthony R. Depies representing Ambrose P. Mayer).....	City Engineer, City of Port Washington
William A. Heimlich (representing Thomas A. Winkel).....	Planning Assistance Supervisor, Wisconsin Department of Transportation, District 2
Frederick Kaul.....	Chairman, Ozaukee County Highway Committee
Fred W. Koehler.....	Chairman, Town of Fredonia
James M. McEneany (representing John V. Kitzke).....	Trustee, Village of Thiensville
D. Michael Mucha (representing Constance A. Pukaite)...	Assistant City Engineer, City of Mequon

Staff and Guests Present

Robert E. Beglinger.....	Principal Engineer, SEWRPC
William F. Kachel, Jr.....	Secretary, Ozaukee County Highway Committee
Paul G. Meyer.....	County Board Supervisor and Member, Ozaukee County Highway Committee
Kenneth R. Yunker.....	Assistant Director, SEWRPC

the implementation of the transit element of the long-range transportation plan.

There being no further comments or questions, the staff recommendation to amend the current jurisdictional highway system plan to include the improvement of Port Washington Road--CTH W--between the Milwaukee-Ozaukee County line and Highland Road from two to four traffic lanes was approved by the Committee on a motion by Mr. Mucha, seconded by Mr. Depies, and carried unanimously.

Improve STH 57 Between IH 43 and the Ozaukee-Sheboygan County Line

Mr. Yunker reviewed the staff analysis and evaluation of the need to improve STH 57 between IH 43 and the Ozaukee-Sheboygan County line. Mr. Yunker noted that the improvement of this facility from two to four lanes is warranted to meet both existing and future traffic needs.

Mr. Yunker indicated that the Wisconsin Department of Transportation already owns the right-of-way necessary to implement this improvement and that the District office of the Division of Highways had recommended this improvement to the Transportation Projects Commission for consideration as a major project. Therefore, he noted, some revisions to the text would be necessary.

[Secretary's Note: The second paragraph under the second order heading Consider the Need to Improve STH 57 Between IH 43 and the Ozaukee-Sheboygan County Line found on page 24 shall be revised to read as follows:

"The provision of four traffic lanes on STH 57 between IH 43 and the Ozaukee-Sheboygan County line is not expected to entail the acquisition of any right-of-way as the necessary right-of-way to implement this improvement is currently under the ownership of the Wisconsin Department of Transportation. The only exception may be the acquisition of nominal amounts of right-of-way to accommodate the improvement of selected intersections. It should be noted that the District office of the Wisconsin Department of Transportation has recommended this improvement to the Transportation Projects Commission for potential enumeration by the State Legislature in the 1991-1993 biennial budget. The Department, anticipating the need to provide two additional lanes, has estimated the construction cost to implement this project to be approximately \$9.4 million. The Commission staff estimated that the construction costs of implementing this improvement would be approximately \$14.9 million, which includes not only the construction of two additional traffic lanes, but the reconstruction of the two existing traffic lanes."]

There being no further questions or comments, the staff recommendation to amend the current jurisdictional highway system plan to include the improvement of STH 57 between the Ozaukee-Sheboygan County line and IH 43 from two lanes to four lanes was approved by the Committee on a motion by Mr. Bukas, seconded by Mr. McEneany, and carried unanimously.